

AUTOMOTIVE
SECTION

HALL OF FAME FOR RUBBER PIONEER

AUTOMOTIVE
SECTIONGoodyear Chosen By
Auto Men For Place
In the Hall of Fame

An effort to secure a place in the Hall of Fame for Charles Goodyear, inventor of the process of vulcanization on which rests the whole rubber industry today, will be made this year by leading figures in the rubber world.

Elections to the Hall of Fame take place every five years. Col. S. P. Colt, chairman of the board of directors of the United States Rubber Company, has already inaugurated a movement to bring the claims of Charles Goodyear to the attention of the 100 electors who will vote on candidates, and as a first step has written a letter of formal nomination to Robert Underwood Johnson, director of the Hall of Fame.

In his letter Colonel Colt says: "I understand that nominations are in order for the New York University Hall of Fame, list of 1920, and I wish to strongly urge the name of Charles Goodyear, the inventor of vulcanization of rubber. When we think of the many uses to which rubber is now put, adding greatly to the comfort of mankind, the alleviation of suffering, and the advancement of civilization,

we are impressed with the fact that the world owes Charles Goodyear a debt of gratitude that can never be paid.

Basis of All Improvements.

"All the improvements in the manufacture of rubber goods in general are based wholly upon Mr. Goodyear's discovery of vulcanization—without air brake hose railway trains could not be properly run, without rubber tires we could not have automobiles or auto trucks, and without rubber appliances we could not have the telephone, electric lights, aeroplanes, nor the thousand and one other things in which rubber plays an important part.

"I earnestly hope that Charles Goodyear's name will be permanently placed in the hall of fame of the New York University."

The claims of Goodyear have been brought to the attention of electors at past elections in an unenthusiastic way, but rubber had not attained, even so late as the last election in 1915, the place of importance in American business it holds today. In 1914 the total production of rubber goods

in the United States amounted to only \$320,000,000. In 1918 the output was nearly four times as great, \$1,122,000,000.

Goodyear's discovery of the vulcanization process is one of the glories of the history of invention. One of the reasons why he is especially entitled to recognition is that he understood clearly the importance of the results he was seeking to attain, and though he finally by a mere accident discovered the solution of his problem, it was not accidental that it was he who found the solution, for he had devoted his entire energy to the subject for years.

With a prescience that was uncanny he forecast for rubber a future that even the development of the rubber industry in the past few years has not surpassed. He knew little about the electrical field, it is true, and nothing whatever about automobiles, yet his claims for patents made in the early forties show a vision for the future of rubber that was startlingly clear.

Dressed in Rubber Clothes.

As his experiments progressed, he not only manufactured rubber goods, but even dressed in clothes made of rubber, wearing them to test their durability. He was certainly an odd figure and his appearance led one of his friends, who was asked by Mr. Goodyear might be recognized, to reply: "If you see a man with an India rubber coat on, India rubber shoes, an India rubber cap, and in his pocket an India rubber purse with not a cent in it, that is Goodyear."

His poverty was so extreme that many times only the kindness of friends and neighbors kept his large family from starvation. At that period imprisonment for debt was in vogue, and on many occasions Goodyear found himself locked up for debt. He was regarded as a "crazy inventor," and when, as time after time his hope that he had finally hit upon a solution of his problem proved illusory, his friends and relatives did not hesitate to tell him that he should give up his experiments and find some means of supporting his family. But he persisted until he won complete success, and then, instead of settling back and reaping a harvest from his discoveries, continued to spend the money that came to him in adapting his discoveries to practical use.

Though born in New Haven, Conn., Goodyear spent much time in New York city and in various towns in Massachusetts. It was in Woburn, in the latter State, some rubber fell accidentally from his hand upon the top of a red-hot stove, that he learned that the application of heat was the one additional element needed in the solution of his problem. His intimate was his acquaintance with his subject that the change produced in the rubber by its unexpected contact with the stove was recognized by him as of vital importance.

AUTOBOGGANING IS NEW
OUTDOOR WINTER SPORT

Times have changed. Remember when we used to get such a wonderful thrill coasting down a hill on the old toboggan? Seemed like that was about the most exciting thing that could happen.

"But times have changed," says Mr. Swindell, of the Tri-State Motor Corporation, distributor of Maibohm Sixes. "The old toboggan, however, is not doomed, as was Dobbin when the automobile replaced him."

"Now comes the autoboggan. Many people are now enjoying the sport of hooking their toboggans behind automobiles out on open roads where speed laws can be disregarded, and some of them have selected ice-covered lakes for the scene of their sport."

Several people to whom we have sold Maibohm Sixes have become enthusiastic followers of the new sport, as they say the Maibohm has such unusual speed that they get wonderful thrills tearing along behind it at a mile a minute."



Know all you can about your car. You can learn something from just about everyone if you will only keep your eyes and ears open and are not afraid to ask a question or two.

In the good old days of not so long ago, the straw-chewer expounders hung around the livery stable and said yesterday was a durned sight better than today, and a lot durnder than tomorrow could possibly be, as run by the new race of upstarts. Every man of any consequence owned a fast horse at that time, or at least one he thought was fast. And almost invariably the owner was acquainted with all the traits of the particular animal whose board and lodgings he paid for. He knew what to expect under all conditions, and if he discovered his horse was going lame he at once took measures to cure him. The owner saw to it personally that the horse got proper treatment and attention in both sickness and health. The animal was always well-fed, well-groomed, properly housed and correctly shod. That was horse sense on the part of the horse owner.

Follow Horseman's Example.

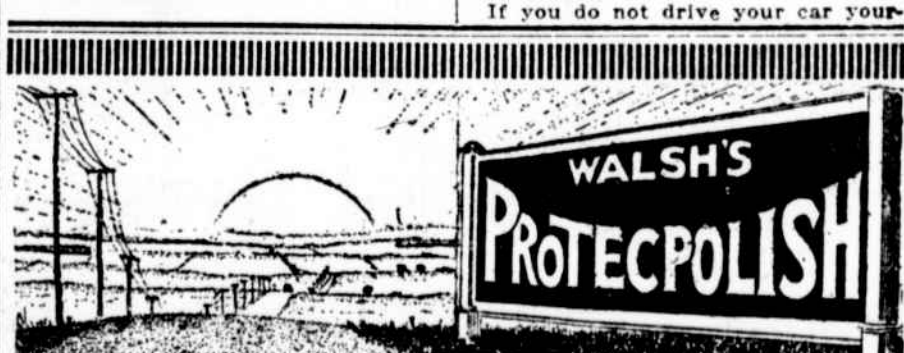
That much we concede to the auto-erats of the livery stable, whatever they may be, whether they be.

Now do you think the same rule prevails with the general run of motor car owners? The average motorist is ordinarily content if he knows how to start his car, regulate its speed, direct its course and stop it. When the inevitable comes and something goes wrong it is the repairer and a big bill for him, when, if he had but imitated the horseman, he could probably have avoided both of these twin unpleasant cases.

Then, again, there is the "expert" driver, one of the most exasperating pests of automobilism, a big little man. Speaking of him, we do not mean the kind of mechanic who, by dint of study and experience gained in actual practice, familiarizes himself with motor cars until he is able to obtain from them the maximum service with minimum necessity for repair and adjustment. Him we would call "the expert motorist." But we have in mind the fellow who is an expert "driver," nothing else.

Few Owners Expert Drivers.

It is almost needless to say that since the exhibition in stunts in driving is apt to be an expensive habit, the expert driver is rarely found among owners. Usually he has graduated from the washstand in a garage, while sometimes he is a specimen of the so-called natural-born mechanic—a species that neither understands the mechanical progress nor scientific training seems to have been able to exterminate. It is the expert driver who is chiefly responsible for the animosity of the pedestrian against the motorist. It is he who scares old ladies into hysterics while bearing down upon them with a rush, only to clap on his brakes with a bang and bring his car to a stop half an inch from the pedestrian's shin. If you want to watch him, stand in front of a busy garage for a while and you will have ample opportunity to observe his doings. He will come out of the garage at full tilt, clear the opposite curb by ripping the steering gear around with all his might, and disappear around the next corner in similar fashion. When he returns he will rush down the block at a speed of fifty miles an hour, throw on his brakes, stop, get out, throw the car around with all his might, and disappear around the next corner in similar fashion. When he returns he will rush down the block at a speed of fifty miles an hour, throw on his brakes, stop, get out, throw the car around with all his might, and disappear around the next corner in similar fashion. When he returns he will rush down the block at a speed of fifty miles an hour, throw on his brakes, stop, get out, throw the car around with all his might, and disappear around the next corner in similar fashion.



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	Registration Nov. 1, 1919.	Estimated Registration Jan. 1, 1920.	People per car.
Alabama	60,001	65,000	36.84
Arizona	28,182	29,000	9.38
Arkansas	49,200	58,550	30.57
California	445,752	500,000	6.20
Colorado	102,135	104,000	9.75
Connecticut	100,000	103,000	12.77
Delaware	16,000	16,200	12.39
DISTRICT OF COLUMBIA	45,275	46,775	8.00
Florida	56,877	59,000	15.91
Georgia	125,555	126,000	23.29
Idaho	41,651	42,500	10.86
Illinois	475,650	478,000	13.21
Indiana	228,100	277,000	10.30
Iowa	356,766	365,000	6.09
Kansas	222,252	226,500	8.27
Kentucky	80,475	80,875	29.78
Louisiana	49,476	50,000	37.69
Maine	53,278	55,000	14.22
Maryland	99,705	101,000	13.70
Massachusetts	241,620	245,000	15.64
Michigan	321,666	333,000	9.41
Minnesota	254,737	260,000	9.02
Mississippi	47,000	50,000	40.02
Missouri	238,250	246,000	14.01
Montana	59,100	59,500	8.17
Nevada	199,500	200,000	6.43
New Hampshire	9,300	9,500	12.07
New Jersey	29,755	30,000	14.87
New Mexico	185,763	190,000	16.21
New York	17,851	18,000	24.27
North Carolina	549,203	600,000	17.74
North Dakota	102,000	111,000	22.21
Ohio	82,840	82,900	9.54
Oklahoma	505,500	510,000	10.33
Oregon	145,000	150,000	15.85
Pennsylvania	82,330	83,350	10.65
Rhode Island	485,569	493,000	17.84
South Carolina	38,400	39,200	16.26
South Dakota	67,750	70,000	23.72
Tennessee	104,152	105,000	7.00
Texas	83,000	84,000	27.63
Utah	314,982	320,000	14.37
Vermont	34,950	35,200	12.58
Virginia	25,572	26,900	13.61
Washington	93,000	94,000	23.76
West Virginia	159,773	163,773	10.13
Wisconsin	49,754	50,200	28.66
Wyoming	225,850	226,000	11.30
	21,270	22,500	8.46
	7,412,047	7,691,523	

—From Motor Magazine.

self, beware of the expert driver, or at least keep his ambitions early in the proceedings.

Then there is the careful but good form driver, who does his driving with right speed, and properly. When the ponies are clattering in on the home stretch, all other things being equal, it is the headiest rider that brings his mount first under the wire. Just as a Kentucky filly responds splendidly to the rein of the driver, so does the thoroughbred of motors show its mettle to the best advantage under the tutelage of the "good form" driver.

Half the pleasure in motoring comes with learning to manipulate your car with ease and grace. Correct form in driving means minimum strain on car mechanism, and incidentally minimum strain on the pocket book. Velvet steps and starts prevent unusual strains on the motor, clutch, transmission, axles and tires. They also cut down the consumption of gasoline and oil. A well made motor, like a Swiss watch, is a sensitive thing. It resents abuse, but responds willingly, capably to gentle handling. Starting an automobile is an art. I believe somebody else has said that, but never mind. Simple though the act may be, there are plenty of drivers who never acquire the finished way of doing it. The master driver aims to create a steady pull on the driving mechanism from the moment he slips into first speed until the car is under full headway. Learn to accelerate simultaneously with letting in the clutch. The mechanical act of gear shifting can be learned in five minutes.

Natural, Comfortable Position.

As soon as you have the car in high speed, assume a natural, comfortable position. Avoid a strained, high-tension grip on the wheel. Driving a car is not tiresome if one sits in an easy upright position. The driver who slouches in his seat must be constantly shifting. He cannot apply the brakes without sitting erect. He must change his position to shift gears.

It is quite as essential a thing to know how to stop the car quickly and smoothly as it is to know how to start it. The operation of braking is one of the most important in driving. The highways are strewn with the wrecks of cars whose drivers worshipped too soon at the shrine of speed.

Always drive a car slowly and cautiously until you are thoroughly familiar with the control mechanism and the methods of stopping the car. When driving up grades on the higher ratios, if the motor shows any tendency to labor, shift back into a lower gear ratio which has been provided for that purpose. Many motorists believe that the best test of a car's ability is to rush all hills, or bad spots in roads, on the direct drive. It should be remembered that the lower speed ratios were provided for use at all times when employing the third or fourth speeds might produce strains in the motor. All unusual noises should be investigated at once, as these sounds ordinarily pre-

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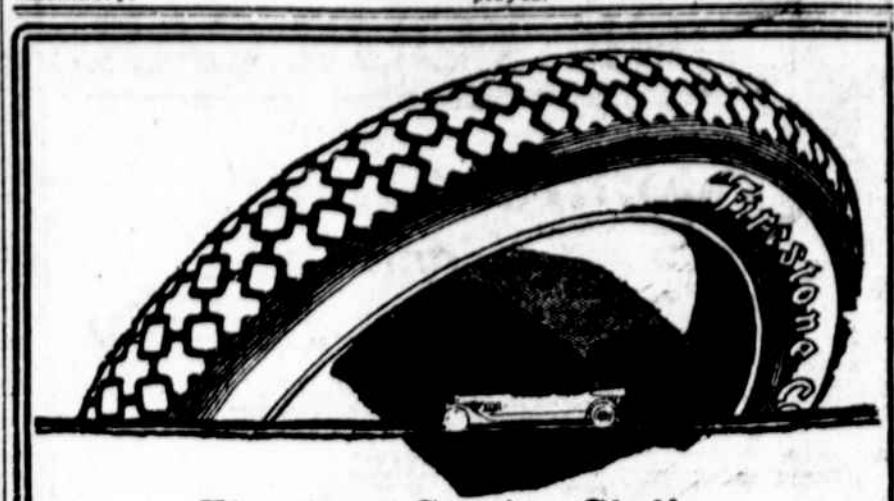
POLITENESS REQUISITE
FOR SERVICE STATION

"When a dealer opens up a service station," said Mr. Altamus, of the Altamus Motor Company, Clydesdale distributor in the Washington territory, "he takes on an unwritten obligation to serve the public agreeably and pleasantly. If he is going to give service, it should be given graciously, or not at all."

"Many dealers are only too anxious to give their customers the best kind of service, realizing it is but paying the way for future business. They will go to great lengths to do this, and spend thousands of dollars to thoroughly equip a service station with the latest sort of devices and machinery."

"They will occupy a central and costly location and then turn round and completely offset these efforts by ignoring the human element—their will employ help completely lacking in the first attributes of courtesy and willingness."

"It is not enough to simply render service—this service must be gladly freely, even joyfully given. It must be service which accommodates and does not aggravate the customer. As long as there are automotive vehicles, service to them will be required, and it is our intention to see that the service we give comes with a smile, and is not construed as a great favor to the customer. I do not want the finest mechanic in the world working for me, if his contact with the customers will be prejudicial to my interests. My reputation is in the hands of my employees."



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